

Ocean Population in the Travel Season

A Big Liner Will Carry as Many Passengers as Would People a Fair-Sized Village

In the transatlantic trade alone an average of fully 75,000 are afloat in every week of the year. The usual spring rush to Europe has not yet set in. But as these figures are employed merely for the purpose of showing the general average, the statistics of last week may be employed. This showed eighty-two passenger steamships hurrying over the transatlantic lines, forty bound east and forty-two steaming west. If strung out in regular intervals the vessels in the eastward bound fleet would have traveled about seventy miles apart; those of the westward procession at a slightly wider interval. If the vessels of the combined fleets could be placed end to end they would measure nearly eight miles.

Giving to each of these liners an average of 1,000 souls, the estimate including passengers and crew, an estimate which is doubtless far below the number actually carried, and the total equals the entire population of Alaska and Nevada. The floating population of this city on the sea was greater than the population of the city of Hoboken, it was nearly equal to that of Albany, and was greater than that of Troy.

OCEAN FERRY'S COST.

It is estimated that this Atlantic ferry and its shore equipment costs not less than \$300,000,000. Americans may have a melancholy interest in knowing that of this vast fleet the Stars and Stripes ripples from the jackstaves of but four vessels, and that two of these were English built, but admitted to American registry by special act of Congress. It requires this special dispensation, for under our laws ships and obscene literature are the two things which those who dwell on this side of the water are forbidden to import. At present less than 10 per cent. of the tonnage annually exported from American ports sails under the American ensign. The growth of a merchant marine is generally in proportion to the increase of the naval power, and recent events have forced the United States into the front rank of the great naval powers of the world. The result is already seen in a great revival of popular interest in shipbuilding.

The expense of operating a big ocean liner is enormous, as can be readily imagined. One vessel spends from \$300 to \$500 every voyage for laundry bills alone. Its regular wash contains from 18,000 to 24,000 separate pieces of linen, including nap-

kins, sheets, waiters' coats, etc. The vessels which are built for great speed cost proportionately a great deal more to operate than do their less speedy consorts. These seldom carry any freight. The Deutschland, for example, has room for only 600 tons of cargo, and rarely carries more than a sixth of her capacity. But, of course, unless the owners felt that they derived an adequate compensation for their outlay such vessels would soon withdraw from commission.

SEA EXPRESS PAYS.

It was printed frequently just after the swift Cunarders came out that they were not paying ships. This was believed by representatives of the German lines, but it is not so. The sea express, even so mighty a coal consumer as the Deutschland, does pay, and pays well, in the season when traffic is heaviest on the Atlantic. It is estimated that it costs the Hamburg Line about \$45,000 to run the Deutschland across seas. The largest item of expense is that of coal. She sends through her four monumental funnels every trip vapor representing \$5,000. Then there is the bill for lubricating oil, and the cost of the ship's immense laundry.

Next to the cost of coal is the expenditure for wages. The board of the Deutschland's crew of 557 persons the cost of providing her 700 or more cabin passengers with meals, the wages of the commander, her officers and the chief engineer help to swell the list of expenses. The commanders of the German ships receive more pay than those of either the American or British lines. Aside from their regular wages, which range from \$1,500 to \$4,000 a year, they have a share in the earnings of their ships. On the British lines the captains receive from \$1,500 to \$6,000 a year, without perquisites. If at the end of the year a British commander's ship has met with no accident he gets a bonus. The British lines think this system of reward has a tendency to make commanders more careful. The pay of the British engineer does not differ materially from these figures, but he also receives a bonus if his engines run without accident during the year.

THE CAPTAIN ABSOLUTE.

Of the master mariner of the transatlantic service is much required. One of these anonymously explained many things. He first pointed out that the first business of the captain is to take his ship and

passengers safely from port to port, or, rather, from pilot to pilot. The ship's safety assured, however, he is expected to act as a sort of host to the company's guests and do all in his power to induce them to travel again in the same vessel. He must, as tactfully as he can, adjust their disputes, pacify angry women, comfort frightened ones, and judge correctly just when to send one whose conduct is questionable to her room for the rest of the passage. He must know when to forbid the bartender to serve more liquor to a passenger who is drinking too much and just when to post the notice in the smoking-room that gamblers are on board. Passengers must not be antagonized unless they antagonize others more valuable to the company than themselves, for the company exists to carry the public over the ferry, not to better their morals.

A master, under English maritime law, is a magistrate at sea. He may, if he wishes, perform marriages on board and such ceremonies as are binding as though performed on shore. He may require a woman of suspicious appearance to sequester herself, and if she refuse order force to be used in removing her. He may put the president and board of directors in irons if they interfere with his navigation of the ship, and though it is probable that he will soon be out of a berth if he pursue such courses, he will suffer no legal punishment.—Louisville Post.

CERTAIN RESULTS.

Many a Hopkinsville Citizen Knows How Sure They Are.

Nothing uncertain about the work of Doan's Kidney Pills in Hopkinsville. There is plenty of positive proof of this. Such evidence should convince the most skeptical sufferer. Read the following statement:

L. R. Woolfolk, 427 South Main Street, Madisonville, Ky., says: "I highly recommend Doan's Kidney Pills as being a reliable remedy for the kidneys. I have tested them thoroughly during the past two years and they do just what it claimed for them. I have had severe attacks of backache during the past two years. Often when I sat down and went to get up, sharp twinges of pain caught me in the back. I also suffered so in the morning, it was almost impossible for me to stoop over to put my shoes on. When these attacks were at their height, I was induced to try Doan's Kidney Pills through reading the statements of parties here in town. They gave me relief from the first and soon cured the attacks. Since then, whenever I feel any symptoms of a recurrence, I resort to the trouble. When away on my trips, I carry a box with me and I take a few doses now and again to keep the kidneys in good condition. Doan's Kidney Pills is the best kidney remedy I ever used, and I cheerfully give them my endorsement."

For sale by all dealers. Price 50 cents, Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doans—and take no other.

KING'S LOVE AFFAIR.

Manuel of Portugal Can Not Wed Girl of His Choice.

Lisbon, May 17.—The Mundo prints a romantic story about King Manuel's attachment for the young daughter of a lady in waiting to Queen Amelie, which threatens to disrupt the matrimonial plans which are being laid for him. King Carlos and Queen Amelie were fully aware of the fondness of Manuel when a Prince for the girl, who is connected with the highest Portuguese nobility, but they considered it simply a childish fancy.

Since Prince Manuel's unexpected accession to the throne a suitable alliance with a European royal house is regarded as a necessity of state. Queen Amelie and the Duke of Oporto have been casting about to find an available Princess, both favoring one of British extraction because of the close relations between the two countries. A few days ago they were openly canvassing the matter in the King's presence, when, to their great surprise, he suddenly announced as his unalterable choice his early love, and proclaimed his determination either to marry her or nobody. Remonstrances on the ground of reasons of state were without effect, and as a consequence

the lady in waiting and her daughter will be asked to go abroad in the hope that a long separation will cure the King of his boyhood love.

CONFERENCE

Of Governors to be Made a Permanent Organization.

As has been expected ever since the proposal was made to hold in Washington a Conference of the Governors, the meeting at the White House, May 13, 14, and 15, has attracted perhaps the widest and most serious attention of any gathering of public men that has been held in the history of the country. Forty-one governors, their advisors, and the representatives of a number of national organizations faced President Roosevelt in the famous East Room of the White House when the President called the first session to order on the morning of May 13th; and before the day's session was concluded, the opinion had been advanced by a number of State Executives present that out of this Conference will grow a permanent organization of governors, perhaps holding sessions annually in different parts of the country and from which good results, too broad to be measured at this present time, will undoubtedly follow.

Owing to his multitudinous duties, President Roosevelt was unable to preside over all of the sessions. However, the President called each session to order and occupied the chair until the first paper had been read, then or later, relinquishing his position to one or another of the governors present.

Many of the state executives in attendance expressed the opinion that this meeting of governors will undoubtedly result in more uniform laws for the states on many subjects besides that of conservation. It was the generally expressed opinion that the White House Conference gave opportunity for action along the line of securing a uniform divorce law, concerted action by the states in regard to the extradition of criminals, the enactment of child labor laws, of state pure food laws, and of measures governing commerce between the states; and the perfecting of a permanent organization was confidently predicted as early as the first day of the Conference. Steps have already been taken to bring about such a permanent organization, and a committee of Governors has been chosen to formulate necessary plans. It was realized by the Governors that the time of the Conference was entirely too short and too completely filled to permit just now the formation of a permanent body, but it was the unanimous opinion that within the next six months such an organization will be completed and in working order, and at the final session the initial steps toward permanent organization were taken.

Mr. Bryan For Conservation.

In a brief, pointed paper, Mr. William Jennings Bryan, as "a private citizen" presented to the Conference his views on conservation. Every progressive step proposed in the Conference—forestry, both national and state, irrigation, drainage, inland waterways, and careful use of coal and iron—was indorsed by him. He pointed out that the under-flow, supplying well water to large western areas, was menaced by deforestation in the Rocky Mountains. He advocated removal of the lumber tariff. Speaking of the relative fields of state and nation he pointed out that the Constitution provides "no twilight zone" between the two in which predatory, exploiting interests may safely hide.

The Timid Lion.

A lion tamer over his midnight supper talked shop. "The timid lion is the only one I fear," he said. "The fierce, pugnacious lion is my joy. What a show he gives the people for their money! Growling hideously, wrinking his great face in dreadful snarls, gnashing his teeth and threatening to strike me with his paw, he goes through his tricks, and the audience is held in a delicious suspense, half hoping, half fearing, that maybe the big brute will chew me up before their eyes. "Yes, the fierce lion assures a fine, attractive turn. But the timid lion! "The timid lion, just when you want to give your best show, will whimper with terror at the crack of the whip and slink off to the farthest corner of the cage and, turning its back to you, lie down and bury its face in its paws. Gehenna! "But, say, do you know what I've been known to do? I've been known to dope up timid lions. Yes, sir. Doped them up till they were maniacal. That's dangerous too. Batty, like that, they might do for you."—New Orleans Times-Democrat.

THE SECRET OUT.

A Wide Open Statement.

To refute the many false and malicious attacks, bogus formulae and other untruthful statements published concerning Dr. Pierce's World-famed Family Medicine, the Doctor has decided to publish all the ingredients entering into his "Favorite Prescription" for weak women and his equally popular tonic alternative known as Dr. Pierce's Golden Medical Discovery. Hereafter every bottle of these medicines leaving the great Laboratory at Buffalo, N. Y., will bear upon it a full list of all the ingredients entering into the compound. Both are made entirely from native medicinal roots. The ingredients of the "Golden Medical Discovery" being a non-alcoholic extract of Golden Seal root, Queen's root, Black-cherrybark, Mandrake root, Blood-root and Stone root, preserved by chemically pure glycerine.

Dr. Pierce's Golden Medical Discovery, being made of native medicinal roots, is next to Nature and is the best tonic you can use. It fills the blood with rich, red blood corpuscles. It gives you a feeling of strength, and it puts sunshine into your system as no other remedy can. That is why Dr. Pierce's Golden Medical Discovery has been such a favorite for the past forty years. No man or woman can be either healthy or handsome who has impurities in the blood, for it will show in pimples, boils, and eruptions, in the dark circles under the eyes and in the sallow complexion. After taking "Golden Medical Discovery" you are bound to have pink cheeks and a fresh complexion. The muscles get the good, rich, red blood, that puts on strength. It is a flesh builder, but not a fat builder.

As an example of the good results thus obtained, note the following letter: "In the year 1899, I had an attack of indigestion and got so bad that my home doctor said he could not do me any good," writes Mr. G. Trent, of Gordonville, Texas. "I wrote to you and you advised me to use Dr. Pierce's Golden Medical Discovery, so I bought six bottles, and when I commenced using it, I was so well I could hardly walk about the house. By the time I had used one bottle my stomach and bowels com-

menced to heal. There were strips of the lining of my bowels as large as a man's fingers passed and I had a great deal of misery in my stomach and bowels, and also a great deal of pain. I could not eat anything without having much distress afterward, but by the time I had taken six bottles of the "Golden Medical Discovery" I was as sound and well, and could eat anything I pleased without suffering in any way. I could also do as much work in a day as I ever could. I have not suffered from this trouble since."

These are the Original Little Liver Pills, first put up over 40 years ago, by Dr. D. C. Y. Pierce. They've been much imitated but never equaled. Smallest, easiest to take and best. They're tiny, sugar-coated, anti-bilious granules, a compound of refined and concentrated vegetable extracts. Without disturbance or trouble, constipation, indigestion, bilious attacks, sick and bilious headaches, and all derangements of the liver, stomach, and bowels are prevented, relieved, and cured. Permanently cured, too. By their mild and natural action, these little Pellets gently lead the system into natural ways again. Their influence lasts.

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